

## UNITED STATES COAST PILOT CORRECTIONS

### COAST PILOT 7      31 Ed 1997      Change No. 43 LAST NM 34/00

Page 167—Paragraph 50, line 4; read:  
U.S. port, are subject to pilotage.  
(CL 948/00) 36/00

Page 167—Paragraph 52, lines 1 to 6; read:  
San Diego Bay is served by the San Diego Bay Pilots Association, Inc., which maintains an office at the Tenth Avenue Marine Terminal. The pilot boat monitors VHF-FM channel 16 1 hour prior to scheduled vessel arrivals, and uses VHF-FM channel 12 as a working frequency. The 65-foot pilot boat is white with the word PILOT on the deckhouse. The boat displays the ...  
(CL 948/00) 36/00

Page 167—Paragraph 52, line 9; read:  
made by telephone (619-233-9734), or by calling “Pilot San ...  
(CL 948/00) 36/00

Page 167—Paragraph 59, line 4; read:  
Guard Air Station is at the San Diego International Airport, Lindbergh Field.  
(CL 948/00) 36/00

Page 168—Paragraph 75, lines 3 to 4; read:  
Large vessels can be bunkered via pipeline at the Tenth Avenue Marine Terminal, or arrangements can be made to fuel at all commercial berths from barges. Water is ...  
(CL 948/00) 36/00

Page 168—Paragraph 78, lines 3 to 4; read:  
at San Diego International Airport, Lindbergh Field. San Diego is the port of call for many steamship and cruise lines. Major bus, railroad, and motor ...  
(CL 948/00) 36/00

Page 173—Paragraph 184, line 4; read:  
Separation Schemes, chapter 1, for additional information.)  
**Ferry Routes** in the Gulf of Santa Catalina and San Pedro Channel differ from the Traffic Separation Scheme in that area. Mariners using the area’s Traffic Separation Scheme are advised to **use caution and beware of crossing ferries** enroute between local coastal ports and ports at Santa Catalina Island.  
(BP 170967) 36/00

**COAST PILOT 7      31 Ed 1997      Change No. 44**  
Page 187—Paragraph 541, lines 3 to 4; read:  
by pleasure craft and fishing vessels. There are about 1,200 slips in the harbor.  
(CL 1038/00) 36/00

Page 187—Paragraph 553, line 2; read:  
administered by the City of Santa Barbara Water Front Department and is ...  
(CL 1038/00) 36/00

Page 187—Paragraph 553, line 6; read:  
16, and can be reached by telephone 805-546-5530.  
(CL 1038/00) 36/00

Page 187—Paragraph 554, line 1; read:  
The harbor patrol is on 24-hour duty and monitors ...  
(CL 1038/00) 36/00

Page 187—Paragraph 555, lines 1 to 2; read:  
**Sterns Wharf** had depths of 5 to 18 feet reported along-side in April 1999. The City Pier, inside the harbor, has diesel fuel, gasoline, commercial ice, water, and a hoist with a maximum lift of two tons.  
(CL 1038/00; BP 168430) 36/00

Page 234—Paragraph 348, line 4; read:  
regulations.) In May 2000, shoaling to 16 feet was off the end of the Navy depot in about 37°56'47"N., 122°25'40"W.  
(CL 778/00) 36/00

Page 416—Paragraph 587, line 4 to Paragraph 588; read:  
pilot on board. The 37-foot-long pilot boat IKAIKA is yellow and gray and displays the words “HAWAII PILOTS” in large white letters on the sides of the cabin. The pilot boat also displays the International Code Flag “H” at all times and shows a white light over a red light at night. The pilot boat monitors VHF-FM channel 12 at all times, and also monitors the working frequencies, VHF-FM channels 7A, 8, and 9, of the harbor pilots.

The boarding area for arriving vessels is about 1 mile seaward of the sea buoy, on the entrance channel rangeline. The pilot station is at pier 19. The pilot station monitors VHF-FM channels 12 and 16.  
(CL 961/00) 36/00

Page 417—Paragraph 589, lines 4 to 7; read:  
sign, WXZ-456. Mariners are also requested to contact the pilot station on VHF-FM channel 12 1 hour prior to arrival to confirm a closer Estimated Time of Arrival (ETA). Additionally, mariners are requested to give gross tonnage, length, and draft of the vessel. Arriving vessels should rig the pilot ladder on the leeward side about 1 meter (about 3 feet) above the water. When pilots are boarding incoming vessels from the pilot boat, the vessel should maintain a speed of about 5 knots. Foreign and U.S. vessels under registry in foreign trade, and U.S. vessels in coastwise trade without a licensed Federal pilot on board must acquire pilot service before entering the anchorages.  
(CL 961/00) 36/00

Page 417—Paragraph 590, line 12; read:  
Division, Honolulu, or at the office of the harbormaster.  
All mariners are advised to monitor Honolulu harbor

traffic movements on VHF-FM channel 12 at all times when approaching or transiting the waters of Mamala Bay.

(CL 961/00)

36/00

**COAST PILOT 7                      31 Ed 1997                      Change No. 45**  
Page 168—Paragraphs 66 to 74; read:

San Diego Unified Port District, B Street Pier, Cruise Ship Terminal: (32°43'02"N., 117°10'28"W.): 400-foot face, 37 feet alongside; 1,000-foot N and S sides, 35 to 37 feet alongside; deck height, 13 feet; berthing cruise vessels.

San Diego Unified Port District, Broadway Pier, S of B Street Pier: 130-foot face, 35 feet alongside; 1,000-foot N and S sides, 35 feet alongside; deck height 13 feet; berthing cruise vessels and other miscellaneous craft.

Navy Pier, S of Broadway Pier: owned and operated by the Naval Supply Center.

G Street Mole Pier, S of Navy Pier: berthing of tuna seiners and commercial fishing vessels.

San Diego Unified Port District, Tenth Avenue Marine Terminal, Berths 1 and 2: concrete bulkhead, 1,120 feet of berthing space; 30 to 32 feet alongside; deck height, 13 feet; pipelines extend from four steel storage tanks at the rear, total capacity 167,850 barrels; receipt and shipment of containerized and conventional cargo and perishable food commodities; bunkering vessels.

San Diego Unified Port District, Tenth Avenue Marine Terminal, Berths 3-6: concrete bulkhead, 2,580 feet of berthing space; 35 to 36 feet alongside; deck height, 13 feet; approximately 3.5 acres of concrete-surfaced open storage area are located at rear; one six inch pipeline extends from three steel storage tanks, total capacity 3,000,000 gallons, formerly used for molasses, palm oil, and vegetable oil; cement unloader with maximum unloading capacity of 800 tons per hour; warehouse storage for 48,000 metric tons of cement.

San Diego Unified Port District, Tenth Avenue Marine Terminal, Berths 7 and 8: 920 feet of berthing space, 20 to 42 feet alongside; deck height, 13 feet; one 14-inch pipeline extends from wharf to storage tanks; bulk loader with a maximum loading capacity of 2,000 tons per hour; 12 concrete silos and two steel tanks located in rear with a total capacity of 33,000 metric tons; receipt and shipment of miscellaneous dry bulk commodities, conventional and containerized general cargo; bunkering vessels.

Crosby Street Berthing Pier, S of Tenth Avenue Marine Terminal: concrete pier with wood fender pilings; 575 feet in length; depths ranging from 43 feet at W end to 10 feet at E end; berthing for tuna seiners, commercial fishing vessels, and miscellaneous vessels.

San Diego Unified Port District, National City Marine Terminal, Berths 24-1 and 24-2: concrete bulkhead; 1,400 feet long, 20 to 35 feet alongside; deck height, 13 feet; one 10-inch pipeline extends from wharf to three steel oil storage tanks, total capacity 348,000 barrels; about 188 acres of paved open storage; receipt and shipment of general cargo and automobiles in foreign and domestic trade; occasional receipt of fuel oil.

San Diego Unified Port District, National City Marine Terminal, Berths 24-3 and 24-4: concrete bulkhead; 1,000 feet of berthing space 35 to 37 feet alongside; deck height, 13

feet; one 18-inch pipeline extends from wharf to fuel oil storage tanks; receipt and shipment of general cargo and automobiles in foreign and domestic trade; occasional receipt of fuel oil.

San Diego Unified Port District, National City Marine Terminal, Berths 24-10 and 24-11: concrete bulkhead; 1,500 feet of berthing space 35 feet alongside; deck height, 13 feet; 36 acres of open lumber storage; additional 40 acres open storage; available as required at rear of National City Marine Terminal; receipt and shipment of conventional general cargo and automobiles in foreign and domestic trade; receipt of lumber; shipment of cattle.

(PS 27/98; CL 948/00)

36/00

Page 276—Paragraph 99, lines 1 to 3; read:

**Channels.**-A Federal project provides for a 47- to 37-foot channel across the bar, thence 37 feet through North Bend and Coos Bay to the mouth of Isthmus Slough, thence 37 feet to a ...

(CL 704/00)

36/00

Page 276—Paragraph 99, line 6; read:

Turning basins at North Bend and Coos Bay have project depths of 37 ...

(CL 704/00)

36/00

Page 277—Paragraph 101; read:

**Anchorage.**-Anchorage for small craft can be had almost anywhere in the bay outside the dredged channels and below the railroad bridge.

(CL 1147/00)

36/00

Page 287—Paragraph 12 to Paragraph 17, line 1; read:

- d. Length and freshwater draft of vessel.
- e. Name and ETA to port of destination.
- f. Agent name, if any.
- g. Cargo; dangerous or pollutant cargo by name, UN number, or IMDG Code number of certain dangerous cargoes as defined in **33 CFR 160.203**. (The vessel must also report the items required in **33 CFR 160.211 (a)(1) through (a)(8) and (b)** when applicable.)
- h. Any hazardous conditions, defects, or deficiencies in charts, publications, hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment.
- i. On scene weather, if severe.
- j. Identify the vessel's Oil Spill Contingency Plan, the

...

(CL 944/00)

36/00

Page 287—Paragraph 19, line 7; read:

caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

(CL 944/00)

36/00

Page 290—Paragraph 65, line 14; read:  
Oregon. Ships should provide length and fresh water draft  
when making arrangements for a pilot.  
(CL 944/00) 36/00

Page 290—Paragraph 69, line 12; read:  
ladder should be rigged 4 feet above the waterline. Maxi-  
mum ...  
(CL 944/00) 36/00

Page 292—Paragraph 102; read:  
**Towage.**-Tugs to 3,600 hp are available at Astoria with 12  
hours notice. Arrangements for tugs are usually made in  
advance by ships' agents. Barges of various size and applica-  
tion are available with prior arrangement.  
(CL 944/00) 36/00

Page 293—Paragraph 126, lines 1 to 2; read:  
Three wharves, owned and operated by Fort James, are at  
**Wauna**, on the Oregon side at Mile 36.2 (41.7). The ...  
(CL 944/00) 36/00

Page 301—Paragraph 305, lines 10 to 13; read:  
of the E end of Tomahawk Island. In March 2000, the mid-  
channel controlling depth was 5 feet from the junction with  
Columbia River to the project limit. A **241'** lighted range ...  
(BP 171103) 36/00

Page 301—Paragraph 305, line 19; read:  
bridge (Interstate 5) about 0.8 mile E has a clearance of 35  
feet.  
(NOS 18526) 36/00

**COAST PILOT 7                      31 Ed 1997                      Change No. 46**  
Page 167—Paragraph 60, line 7; read:  
Marine Terminal, 687 Switzer Street, San Diego. The office  
of wharfinger can be reached by telephone at (619) 686-6346  
or fax (619) 234-3965).  
(CL 948/00) 36/00

Page 293—Paragraph 127, lines 7 to 8; read:  
automobiles. Above Westport the slough was used for log  
storage; decaying and submerged piling may present hazards  
to vessels operating close to shore. About 7 feet can be car-  
ried to **Kerry**, 2.4 miles above the mouth.  
(CL 944/00) 36/00

Page 293—Paragraph 130, line 7 to Paragraph 132; read:  
ramp are also available. Several sawmills once operated  
along the river. Logs were stored throughout the area, and  
remnants of piling and related structures may present haz-  
ards close to shore. In November 1998, depths of about 2  
feet could be carried through Beaver Slough to the mouth of  
Clatskanie River; thence 2 feet could be carried in the river  
to the town of Clatskanie; local knowledge is advised.  
Numerous shoals and snags have been reported in Beaver  
Slough and Clatskanie River.

**Port Westward**, a former Army ammunition terminal, is  
the site of a general cargo terminal. The main wharf, just W  
of the entrance to Bradbury Slough, is 1,200 feet long, has  
40 feet reported alongside and a deck height of 20 feet, and  
can be used for shipment and receipt of general cargo.

**Bradbury Slough**, at Mile 46.6 (53.6) SW of Crims  
Island, has depths of 9 feet as far as the upper end where it  
shoals to 3 feet. There once was extensive log storage along  
the Crims Island shore. Remnants of pilings and log storage  
related structures may present hazards close to shore.  
(CL 944/00) 36/00

Page 294—Paragraph 134, line 2; read:  
is 2.0 knots. Flood currents can be experienced at low river  
levels after spring freshet and until the fall rainy season.  
(CL 944/00) 36/00

Page 294—Paragraph 136, lines 2 to 3; read:  
Washington side, empties into the river at **Stella**. The slough  
is used for moorage of small craft. It was also used for log  
storage, and piling and related structures present hazards  
close to shore. A partially submerged landing craft is  
reported upstream of the entrance.  
(CL 944/00) 36/00

Page 294—Paragraph 137, line 3; read:  
log-storage grounds. A depth of 7 feet may be carried  
through the channel. Remnants of log storage grounds may  
still be found throughout the transit.  
(CL 944/00) 36/00

Page 294—Paragraph 146; read:  
**Towage.**-Tugs to 3,600 hp are available at Longview.  
(CL 944/00) 36/00

Page 294—Paragraph 153, line 2 to Paragraph 155; read:  
2,355-foot berthing space; deck height, 40 feet. Berth 1, the  
westernmost berth has a 60-ton traveling gantry crane. Berth  
3 has one loading conveyor with loading rate of 1,800 metric  
tons per hour and there are warehouses with 637,000 square  
feet of covered storage; about 30 acres of open storage;  
receipt and shipment of general cargo; receipt of dry bulk  
materials; shipment of miscellaneous dry bulk materials  
including urea and soda ash.

Berth 5: just E of Berth 4; 720-foot berthing space with  
dolphins; 40 feet alongside; deck height, 20 feet; shipment of  
petroleum coke.

Berths 6 and 7: just E of Berth 5; 1,500-foot berthing  
space; 40 feet alongside; deck height, 29 feet; 67,000 square  
feet of covered storage; 45 acres of open storage; one 33-ton  
container handling crane; receipt and shipment of general  
and containerized cargo, and logs. Berth 8, and extension of  
Berths 6 & 7, is a 600-foot general purpose dock intended  
for logs and general cargo, and 5 acres of open storage.  
(CL 944/00) 36/00

Page 296—Paragraph 197, lines 7 to 11; read:  
also operates an international airport and three general avia-

tion airports. A 30-inch hydraulic pipeline dredge is owned by the port. In addition to dredging the port waterfront and river channel, the port conducts hydrographic surveys periodically along all port-owned piers and wharves.  
(CL 944/00) 36/00

Page 296—Paragraph 198, line 7; read:  
Vancouver Lower Turning Basin. The Vancouver Upper Anchorage has two anchor buoys for use by panamax bulk carriers and other maritime interests. Anchorage in the Willamette River ...  
(CL 944/00) 36/00

Page 297—Paragraph 220, lines 2 to 4; read:  
marine terminals. The largest bulk commodities terminals in the harbor are Terminals 4 and 5. The largest general cargo terminal in the harbor is Terminal 2, and the container facility is Terminal 6. In addition to the port-owned ...  
(CL 944/00) 36/00

Page 299—Paragraph 250, line 1 to Paragraph 251; read:  
Elf-Atochem Chemical, Oil and Salt Wharves (45°34'17"N., ...  
(CL 944/00) 36/00

Page 448—Paragraph 83; read:  
**Portland District Office:** Duncan Plaza, 333 S.W. First Avenue, P.O. Box 2946, Portland, OR 97208.  
(CL 944/00) 36/00

**COAST PILOT 7                      31 Ed 1997                      Change No. 47**  
Page 294—Paragraph 158, lines 3 to 5; read:  
dolphins; 32 feet alongside; deck height, 26 feet; receipt and shipment of liquid chemicals; owned ...  
(CL 944/00) 36/00

Page 295—Paragraph 163; strike out.  
(CL 944/00) 36/00

Page 295—Paragraph 170, lines 1 to 3; read:  
**Rainier** is on the Oregon side opposite Longview.  
(CL 944/00) 36/00

Page 295—Paragraph 175, lines 2 to 3; read:  
and the Washington shore, formerly a booming and log storage area, as was **Burke Slough**, between Burke Island and the Washington shore. Mariners are cautioned that submerged piling and hazardous structures may exist throughout the area close to shore.  
(CL 944/00) 36/00

Page 295—Paragraph 177, line 2 to Paragraph 178; read:  
Columbia City, is the pier of a chemical plant.  
**Saint Helens**, at Mile 75 (86) opposite the mouth of Lewis River, is the site of a pulp and paper mill.  
(CL 944/00) 36/00

Page 295—Paragraph 180, lines 1 to 3; read:  
A dredged channel with a reported controlling ...  
(CL 944/00) 36/00

Page 295—Paragraph 181, line 4; read:  
less than 1 foot. Some recreational traffic moves up to **Woodland**, ...  
(CL 944/00) 36/00

Page 296—Paragraph 183, lines 3 to 5; read:  
Willamette River near Portland by **Sauvie Island**. Depths are ...  
(CL 944/00) 36/00

Page 296—Paragraph 186, lines 5 to 8; read:  
miles above the mouth. A marina is at Ridgefield; berths, water, ice, a launching ramp, and some marine supplies are available. The town of ...  
(CL 944/00) 36/00

Page 298—Paragraphs 223 to 238; read:  
Pier 1 (45°36'18"N., 122°46'31"W.): Berth 401, W face, 950-foot berthing space with dolphins; 40 feet alongside; Berth 405, S side W to E, is a grain facility marine leg with 550 feet total berthing space; 35 feet alongside; deck height, 35 feet; grain elevator with a capacity of over 8 million bushels, grain gallery with two loading spouts with loading rate of 2,500 tons per hour; shipment and receipt of grain; operated by Cargill, Inc.

Pier 2 (45°36'14"N., 122°46'29"W.): N side, Berth 408, W to E, 750 feet of berthing space; 35 feet alongside; deck height, 33 feet; 107,000 square feet covered storage, 8 acres open storage; pipelines extend from the wharf to tank farm; shipment and receipt of general cargo and liquid fertilizer; operated by Port of Portland and IRM.

Pier 4 (45°36'06"N., 122°46'26"W.): Berths 410 and 411, W to E, 1,140-foot total berthing space; 40 feet alongside; deck height, 33 feet; 58,600 square feet covered storage, 7 acres open storage; dedicated storage for soda ash and shipment via fixed bulk outloader at 1,500 tons per hour; operated by Kinder-Morgan, Inc.

Steel Handling Wharf (45°35'50"N., 122°46'23"W.): Berths 414 and 415; 944 feet long, 1,344-foot berthing space with dolphins; 40 feet alongside; deck height, 25 feet; 180,000 square feet covered storage; 39 acres open storage; receipt of steel products; operated by Toyota America.

Automobile Unloading Dock (45°35'34"N., 122°46'10"W.): Berth 416, 1,064 feet of berthing space with dolphins and floats; 73 acres of open storage area; receipt of automobiles; operated by Toyota America.

Municipal Terminal 2:  
Berth 203 (45°33'01"N., 122°41'11"W.): 400-foot berthing space; deck height, 20 feet; depth along side, 20 feet; general cargo dock; one 36 ton whirley crane; 39,000 sq. ft. of covered storage; operated by Stevedoring Services of America.

Berths 204, 205, 206 (45°32'51"N., 122°41'49"W.): 2,295-foot total berthing space; 40 feet alongside; deck height, 26 feet; one 50-ton and one 40-ton container handling crane; 170,000 square feet covered storage; 27 acres open storage;

shipment and receipt of general cargo; operated by Stevedoring Services of America.

**Municipal Terminal 6:**

Berths 603, 604, 605 (45°38'24"N., 122°44'45"W.): 2,850 feet of berthing space; 40 feet alongside; deck height, 26 feet; five panamax, and two post-panamax container cranes; numerous 45-ton straddle carriers; 261,000 square feet covered storage; 122 acres paved open storage; 54 acre on-dock intermodal rail terminal, double stack rail car capacity for 84 cars; shipment of general and containerized cargo; operated by the Port of Portland.

Berth 601 Automobile Terminal (45°38'09"N., 122°45'30"W.): 950-foot berthing space; floating auto dock ballasted to 12 feet; deck height, 35 feet alongside; 75-acre storage yard and processing area; operated by Hyundai Motor America.

Berth 607 Automobile Terminal about 1 mile SE of Berth 601, 914-foot berthing space floating auto dock ballasted to 12 feet; deck height, 35 feet alongside, 115 acre storage yard and processing area; operated by Honda Motor America.

**Private facilities**

Columbia Grain Terminal Dock (45°38'34"N., 122°46'16"W.): about 900 feet of berthing space with dolphins; 40 feet alongside; deck height, 25 feet; three vessel loading spouts with a rate of 1,800 tons per hour; grain elevator with a 4-million-bushel capacity; receipt and shipment of grain; operated by Columbia Grain, Inc.

Portland Bulk Terminal 5, Berth 503 (45°38'21"N., 122°46'37"W.): 830-foot berthing space; deck height, 25 feet; 40 feet alongside; bulk cargo facility with a 4,000-ton-per-hour shiploader; 110 acre mineral bulk export facility with 100,000 tons of covered storage on site; export of potash and other compatible bulk cargo; operated by Portland Bulk Terminals.

(CL 944/00) 36/00

Page 299—Paragraphs 262 to 263; strike out.

(CL 944/00) 36/00

**COAST PILOT 7                      31 Ed 1997                      Change No. 48**

Page 277—Paragraph 108, line 2; read:

foreign vessels and all U.S. vessels under registry. Pilotage is ...

(CL 1140/00) 36/00

Page 277—Paragraph 111, lines 1 to 4; read:

The pilot boats, COOS BAY and NORTH BEND, are 75-foot-long tugs with black hulls, orange pilothouses, and white stacks. The pilot boats used the standard pilot lights at night. Vessels are handled ...

(CL 1140/00) 36/00

Page 277—Paragraph 113, lines 1 to 2; read:

**Towage.**-Tugs to 2,000 hp are available and are used for docking and mooring. The two pilot boats, the largest tugs available, ...

(CL 1140/00) 36/00

Page 321—Paragraph 86, lines 4 to 5; read:

dangerous overfalls and races occur during bad weather. A light and fog signal are on the largest rock of the group, and a ...

(15/00 CG13; LL/99) 36/00

Page 322—Paragraph 101, line 4; read:

light.

(15/00 CG13; LL/99) 36/00

Page 322—Paragraph 103, line 3; read:

islands are marked by a light. The S and larger ...

(15/00 CG13; LL/99) 36/00

Page 345—Paragraph 503, lines 6 to 7; read:

Inlet, is comparatively steep-to. It is marked by a light.

(17/00 CG13; LL/99) 36/00

Page 346—Paragraph 515, line 2; read:

point of Gabriola Island, is marked by a light. It is ...

(17/00 CG13; LL/99) 36/00